

# Hongkong Daily Press.

ESTABLISHED 1857

ON SALE.  
THE  
DIRECTOR & CHRONICLE  
FOR 1911.  
Complete Edition ... \$10.00  
Small ... 6.00  
Agents in all the Foreign  
Settlements throughout the Far  
East.

No. 16,602. 號二零百六十六萬壹第 日八十月六年三統宣 HONGKONG, THURSDAY, JULY 13TH, 1911. 四拜禮 號三十月七年一十百九千一英港香 PRICE, \$3 PER MONTH.

## INTIMATIONS

## NEW PIANOS ON HIRE

AT

\$10 PER MONTH.

TUNING AND REGULAR  
ATTENTION INCLUSIVE.

S. MOUTRIE & CO.,  
LIMITED.

[a30-5]

CHINA MUTUAL LIFE  
INSURANCE CO., LD.,  
HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS.

J. A. WATSON, Esq., Managing Director.  
A. J. HUGHES, Esq., Secretary.  
R. R. WILSON, Esq., Secretary.

A strong British Corporation Registered  
under Hongkong Ordinances and under Life  
Insurance Companies' Acts, England.  
Insurance in Force ... \$37,855,885.00  
Assets ... 8,415,250.00  
Income for Year ... 3,566,559.00  
Total Security to Policyholders \$49,826,694.00

LEFFERTS KNOX, Esq.,  
District Manager.  
B. W. TAPPE, Esq.,  
District Secretary.

Alexandra Building.

C. LAWDER, Esq., Inspector Hongkong.

Advisory Board Hongkong.

SIR PAUL CHATER, Kt., G.M.C.

T. F. HOUGH, Esq.

C. J. LAURENTZ, Esq.

[a1351]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net

In Bags 250 lbs. net

SHEWAN, TOMES & CO.,  
General Managers.

Hongkong, 29th April, 1908.

[a798]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants,  
Wholesale and Retail Ironmongers, Pig  
Iron and Foundry Castings, General  
Storekeepers and Shipchandlers. Nos. 35 & 37,  
HONG LOONG STREET (2nd St. west of Central  
Market). Telephone No. 515.

[a565]

PEAK TRAMWAYS COMPANY

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 8.00 a.m. ... Every 15 minutes.

8.00 a.m. to 10.00 a.m. ... Every 10 minutes.

10.00 a.m. to 11.00 a.m. ... Every 15 minutes.

11.00 a.m. to 12.00 noon ... Every 15 minutes.

12.00 noon to 1.00 p.m. ... Every 15 minutes.

1.00 p.m. to 1.15 p.m. ... Every 15 minutes.

1.15 p.m. to 1.30 p.m. ... Every 15 minutes.

1.30 p.m. to 1.45 p.m. ... Every 15 minutes.

1.45 p.m. to 2.15 p.m. ... Every 15 minutes.

2.15 p.m. to 2.30 p.m. ... Every 15 minutes.

2.30 p.m. to 2.45 p.m. ... Every 15 minutes.

2.45 p.m. to 3.00 p.m. ... Every 15 minutes.

3.00 p.m. to 3.10 p.m. ... Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAY.

Extra Car at 11.45 p.m.

SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Voeux Road Central.

JOHN D. HUMPHREYS & SON,  
General Managers.

Hongkong 15th June, 1911

## BREWER & CO., LTD.

FEDDER ST., Next to HONGKONG HOTEL. TELEPHONE No. 696.

Royal Academy Pictures and Sculpture, 1911; Cloth Gilt, \$4.00, Paper Boards	\$2.75	Recollections of a Society Clairvoyant ... Under Five Reigns, by Lady Dorothy Nevill ...	...
Pictures of 1911, "Full Mail" edition ...	90	My Memoirs, by Princess Caroline Murat ...	...
Royal Academy Pictures in Five Parts, 1, 2 and 3 now ready ...	50	Things Seen in Japan ...	\$1.60
Indigestion Clearly Explained, Treated and Dieted, by Thomas Dutton, M.D. ...	1.20	Things Seen in China ...	1.60
The Care of Children from Babyhood to Adolescence, by Bernard Myers, M.D., C.M., M.B.C.S., L.R.C.P., L.M. ...	1.20	Things Seen in Egypt ...	1.60
First Aid to the Child, by D. Hastings Young ...	2.75	Things Seen in Spain ...	1.60
Sakontala, or an Indian Drama, Trans- lated by Sir M. Monier Williams ...	2.75	Things Seen in Holland ...	1.60

NEW NOVELS, A Large Section at  
\$1.75; 80 cents and  
3 per \$1.00.

BREWER & CO., LTD., BOOKSELLERS, PRINTERS  
& STATIONERS. [a27]



## DEINHARD & CO.'S

WORLD-FAMOUS

HOCKS & MOSELLES.

SOLE AGENTS:

CALDBECK,  
MACGREGOR & CO.,

92a]



## MITSU BISHI DOCKYARD AND ENGINE WORKS.

At A.B.C. Western Union, and Engineering, and Electrical Engineers.  
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.  
Manufacturers of Contrado Condensers, Stone's Manganese Bronze,  
and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI:—Telegraphic Address: "DOCK" NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1 ...	510 ft.	77 ft.	26 ft.
No. 2 ...	350 ft.	53 ft.	24 ft.
No. 3 ...	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.  
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always  
ready at short notice.

AT KOBE:—Telegraphic Address: "WADADOCK" KOBE.

	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	450 Feet.	580 Feet.
" Breadth " " "	55 "	66 "
" Draft " " "	22 "	26 "

The Salvage Steamer "ARIMA-MARU" pumping capacity per hour 2,000 tons.  
The Floating Dredger, capable of lifting 40 ton weight.  
ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

[a761]

## WO HING & CO.,

No. 17A, QUEEN'S ROAD CENTRAL.

MANUFACTURERS OF

HIGH-CLASS

SWATOW DRAWN WORK.

LATEST FASHIONS OF

CANTON EMBROIDERIES, SILK LACES OF EVERY DESCRIPTION.

CHOICE ASSORTMENT OF

SILK AND LINEN GOODS, GRASS-CLOTH, ETC., ETC.

INSPECTION SOLICITED. PRICES REASONABLE.

Hongkong, 12th April, 1911.

## LANE, CRAWFORD & CO.

ARE NOW SHOWING

BEDSTEADS OF ALL KINDS AND SIZES.

WHITE ENAMELLED TWIN

BEDSTEADS.

ALL BRASS AND BLACK AND BRASS 4 Post BEDSTEADS,

COMBINATION AND CAMP BEDS, CHILDREN'S COTS,

HAIR, BOX SPRING AND CHAIN MATTRESSES,

DOWN AND FEATHER PILLOWS, MOSQUITO CURTAINS,

BED LINEN, ETC.

LANE, CRAWFORD & CO.

[a28]

## WEISMANN, LTD.

BAKERS.

CONFECTIONERS.

CATERERS.

RESTAURANTEURS.

14, DES VŒUX ROAD, CENTRAL.

[a64]

## PASTE WASHABLE DISTEMPER

IS MANUFACTURED AND SOLD UNDER THE REGISTERED TRADE NAME OF

"SYNOLEO"

BY

WILKINSON, HEYWOOD & CLARK, LD.

(Proprietors of DAVID STORER & SONS).

LONDON AND LIVERPOOL.

"SYNOLEO"—Is Manufactured in the most delicate tint or the deepest shades.  
"SYNOLEO"—Is in paste form, and requires only the addition of COLD WATER to  
be ready for the Brush. (1 pint of water to 5 lb of paste.)  
"SYNOLEO"—Is easily applied.

Tint Cards and full information regarding Stocks in Hong Kong from

WILKINSON, HEYWOOD & CLARK, LTD.,

ALEXANDRA BUILDINGS, HONGKONG.

W. D. GRAHAM,

GENERAL MANAGER IN THE EAST.

[a735-4]

## CANTON, MACAO AND WEST RIVER STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday  
excepted).

CANTON TO HONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sunday excepted).

HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.

Sundays at 9 A.M. and 12.30 P.M.

MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.

Sundays at 7.30 A.M. and 5 P.M.

CANTON TO WUCHOW—Every Monday, Wednesday and Friday, about 2 P.M.

WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 4.30 P.M.

The S.S. "SUI TAI" leaving on SUNDAYS at 12.30 P.M. connects with the  
Excursion Steamer returning from Macao at 5 P.M.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, Opposite Hongkong Hotel.

[a144]

## KELLY & WALSH, LTD.

Mrs. Maxon Protests, by Anthony Hope ... \$1.75

The Pink 'Un' Summer Annual ... 80

The Snark's Summer Annual ... 80

The Jew's House, by Ferns Home ... 1.75

The Achievements of John Carruthers, ... 1.75

by Sir Edmund Cor ... 1.75

The Escape Agents, by O. J. Cutcliffe ... 1.75

Hyne ... 1.75

Robinetta, by Kate Douglas Wiggin ... 1.75

and Others, by C. A. Dawson Scott ... 1.75

The Four Fingers, by F. M. White ... 1.75

And Wives, Father O'Hanlon and ... 1.75

Some New Christians, by J. G. ... 1.75

Fitzgerald ... 1.75

Kapak, by A. Crawford ... 1.75

A Ship of Solace, by E. Mordant ... 1.75

The Book of a Bachelor, by D. Seawann ... 1.75

The Marriage of Barbara, by Frankfort ... 1.75

Moore ... 1.75

Eugénie Grandet, by Balzac ... \$1.00

Memoires D'Outre Tombe, b de ... 1.00

Chateaubriand ... 2.00

La Prison de Verre, by Gaston Chérau ... 2.00

Des Pas Dans la Nuit, by C. Foley ... 2.00

Le Hâser et l'Amour, by Guy Chan- ... 2.00

tepleure ... 2.00

Le Roman du Malade, by L de Robert ... 2.00

L'Age Dangereux, by Karin Michaelis ... 2.00

Introduction de Marcel Prevost ... 2.00

[a26]

THE YOKOHAMA DOCK

CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A. I. and Watkin's.

DRY DOCK DEPARTMENT:—Telephone Nos. 376, 506, or 681.

No. 1 DOCK. No. 2 DOCK. No. 3 DOCK.

Docking Length 615 ft. Docking Length 376 ft. Docking Length 481 ft.

Every description of repair work is undertaken. A large assortment of material  
including tail shafts are kept in stock. Two powerful tow boats, floating derrick to  
lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers,  
tugs, lighters, constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—13 buildings are private  
106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private  
bonded warehouses. Floor area 73,343 square yards, or 15.15 acres.  
Custom-house brokerage and insurance undertaken. Rates moderate.  
Mooring Basin, 600 feet by 180 feet by 25 feet deep, adjoining the docks and warehouses.  
[a713]

## HOTELS

### HONGKONG HOTEL

FINEST HOTEL IN THE FAR EAST.

Recently Refurnished and Redecorated.  
Large Airy Public Rooms.  
Electric Lighting, Lifts and Fans.  
Suites de Luxe.  
Bedrooms with European Bath and  
Lavatory attached.  
Perfect Sanitation.  
The new Lounge will shortly be Completed.  
A la Carte Restaurant and Grill Room  
Open 1st October.  
J. H. TAGGART, Manager

### KING EDWARD HOTEL.

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted; Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER.  
Hongkong, 24th July, 1905. [a630]

### GRAND HOTEL

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE  
HOTEL.  
ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly  
renovated, extensively enlarged, and is now  
luxuriously furnished and up-to-date in every  
respect, situated in the most central position.  
Large and Airy Rooms, Hot, Cold, and Showers.  
Baths, Electric Light throughout and Fans.  
Large and Comfortable Lounge, Private and  
Public Bars and Billiard Rooms, CUISINE  
ENTIRELY UNDER EUROPEAN  
SUPERVISION. Sanitary Arrangements of  
the latest, HOTEL LAUNCH MEETS ALL  
STEAMERS. Monthly Rates for this  
Dinner ...

FREDERICK REICHMANN,

Proprietor. H. LYONS (Trocadero)

leading Caterers in London, and

GRAND ORIENTAL HOTEL, Colombo).

TELEPHONE No. 197.

TELEGRAPHIC ADDRESS "COMFORT,"

Hongkong.

Hongkong, 1st September, 1910. [a43]

### "BRAESIDE,"

PRIVATE HOTEL.

STANDING in its own grounds with Tennis  
and Croquet Lawns, Large Airy and  
Well Furnished Rooms, every home comfort  
Fine View of the Harbour.  
Telephone No. 690.  
Apply to Mrs. F. W. YATTS,  
"Braeside," 20, Macdonnell Road,  
Hongkong, 4th December, 1907. [a32]

### VICTORIA HOTEL

SHAMEN-CANTON.

MANAGER—MR. H. HAYNES.

Telegraphic address—"VICTORIA, SHAMEN."

SITUATED ON THE BRITISH CONCRESSION

### MACAO HOTEL

MACAO

Telegraphic address—"FAIRME, MACAO."

SITUATED IN THE CENTER OF PRAYA GRANDE

Both Hotels electrically lighted, and under

experienced European Supervision.

GUIDES AND CHAIRS PROVIDED.

Every Information and Special attention given to

Tourists.

REASONABLE RATES.

WM. FAIRME

Proprietor.

[a775]

### BIJOU SCENIC

THEATRE.

FLOWER STREET.

9.15 P.M. Every Evening 9.15 P.M.

CINEMATOGRAPH VAUDEVILLE.

MISS VIOLET BONNETTA,

7.15 P.M. Pictures only 7.15 P.M.

ARRIVING SHORTLY

THE GRAND ENGLISH

CORONATION FILM.

Watch Advertisements.

Lessee and Manager: R. H. STEPHENSON

Hongkong, 7th July, 1911. [a899]







## INTIMATIONS



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed to the Manager, Daily Press, and special business matter the Manager. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 15. Telephone No. 12. Telegraphic Address: Press Codes: A.B.O. 8th Ed. Fisher's.

## NEW ADVERTISEMENTS

## WANTED.

**MARRIED COUPLE** to share a good class furnished house. Tennis Lawn. Apply—  
"SCENERY," Office.  
Hongkong, 13th July, 1911. [930]

## TO LET.

**THE OLD POST OFFICE** in Queen's Road Central, Ground and First Floors. FIRST FLOOR suitable for Boarding House or Office. Apply to—  
**WONG PIK TSUN,**  
Care of E. A. HAWTIN, Esq.,  
Solicitor,  
A. Queen's Road Central.  
Hongkong, 13th July, 1911. [931]

## NOTICE TO CONSIGNEES.

**THE** following Cargo is lying unclaimed in Kowloon Godown at Consignees' risk and expense.

Interested parties are requested to send their Bills of Lading for countersignature to the undersigned and take delivery—  
III. Blue 45 pieces Angle Iron, from Antwerp do. 7 Bundles " " " "

Ex s.s. "SICILIA" arrived 9th April, 1911.  
Ex s.s. "DELUHI" arrived 25th May, 1911.  
Slings Peak Hotel, 1 case Rifles, from Bombay.

Ex s.s. "NUBIA" arrived 3rd June, 1911.  
C.P.C. 13/20 8 cases Wine, from London.

Ex s.s. "SIMLA" arrived 11th June, 1911.  
D B 10/21 12 cases Confectionery, from London.

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## PUBLIC COMPANIES

## THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

**AN INTERIM DIVIDEND** of THREE AND A HALF DOLLARS per Share for the Six Months ending 30th June, will be Payable on SATURDAY, the 29th July, 1911, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 20th July, to SATURDAY, the 29th July, 1911 (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Board of Directors,  
**A. SHELTON HOOPER,**  
Secretary.  
Hongkong, 11th July, 1911. [926]

## THE WEST POINT BUILDING COMPANY, LTD.

**AN INTERIM DIVIDEND** of TWO DOLLARS per Share for the Six Months ending 30th June, will be Payable on SATURDAY, the 29th July, 1911, on which date Dividend Warrants may be obtained on application at the Company's Office. The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 20th July, to SATURDAY, the 29th July, 1911 (both days inclusive), during which period no transfer of Shares can be registered. By Order of the Board of Directors,  
**A. SHELTON HOOPER,**  
Secretary.  
The Hongkong Land Investment & Agency Company, Ltd.  
General Agents for  
The West Point Building Co., Ltd.  
Hongkong, 11th July, 1911. [927]

## HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

**THE NINETEENTH ORDINARY HALF-YEARLY MEETING** of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 8th August, at 12 o'clock Noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from 25th July to 8th August, both days inclusive. By Order of the Board of Directors,  
**W. E. CLARKE,**  
Secretary.  
Hongkong, 11th July, 1911. [928]

## HUMPHREYS ESTATE &amp; FINANCE COMPANY, LTD.

**SHARE CERTIFICATES**, Nos. 5248 and 5249 for One hundred and twenty-five (125) Shares numbered 148,070 to 148,194 and 148,195 to 148,319 inclusive, fully paid-up, standing in the Register in the name of NG LI HENG, of Hongkong, having been Lost or Destroyed, Notice is hereby given that unless the said Certificates be produced at the Office of the Company, Alexandra Buildings, Des Voeux Road Central, Hongkong, on or before the 28th day of July, 1911, New Certificates for the said Shares will be issued and the Old Certificates will thereafter be held by the Company as null and void. **JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 28th June, 1911. [887]

## NOTICES OF FIRMS

## NOTICE.

**WE HAVE** This Day Established ourselves at Hongkong and Canton as General Import and Export Merchants. **CARL BODIKER & Co.,**  
Kommanditgesellschaft auf Aktien,  
Hamburg.  
Hongkong, 1st May, 1911. [915]

## NOTICE.

**NOTICE IS HEREBY GIVEN** that the Interest and Responsibility of Messrs. ADOLF HEINRICH ERNST SCHULDT and SCHELTOW SWART in the Firm of SCHULDT & Co., in Hongkong and Canton, has CEASED by mutual consent as from the 1st day of May, 1911, and that Mr. GEORG WILHELM GUSTAV HÄRLING continues the Business from that Date upon his own account and upon his Sole Responsibility. **SCHULDT & Co.,**  
Hamburg.  
Hongkong, 5th July, 1911. [916]

## WANTED.

## WANTED.

**AN INTELLIGENT STENOGRAPHER** and **THOROUGH BOOKKEEPER**, with considerable experience of Commercial Shipping and Banking Work, Wants Situation. First Class references. Apply to—  
"SENSE,"  
Care of "Daily Press" Office.  
Hongkong, 7th July, 1911. [919]

## SITUATION WANTED BY A FOREIGNER.

**A SCHOOL BOY**, 16 years of age, wants position in Insurance, Shipping or any Mercantile Office; no objection to outports, willing to work two months without pay and then start with a Reasonable Salary. Apply to—  
**A. B. C.,**  
Care of "Daily Press" Office.  
Hongkong, 3rd July, 1911. [904]

## GRACA &amp; CO.

**POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, &c.**  
Just Received a Selection of Postage Stamp and Post Card Albums, Artistic Metal Pictures made of used Postage Stamps.  
Inspection Invited. [891]  
Hongkong, 23rd October, 1910.

## INTIMATIONS

TO-NIGHT! TO-NIGHT!!  
THE HIPPODROME CIRCUS AND MENAGERIE.

Location—CAUSEWAY BAY.  
SECOND GRAND CHANGE OF PROGRAMME.  
First appearance in Hongkong of the famous **LARA FAMILY** (Direct from SOUTH AMERICA) **FLYING AERIALISTS.**

**MATINEES!**  
**WEDNESDAY & SATURDAY,**  
AT 4.30 P.M.  
TIME AND PRICES AS USUAL.  
Children under 12 years Half Price.  
BOOKING OFFICE FOR SEATS:  
**ROBINSON PIANO CO.**  
Hongkong, 31st July, 1911. [889]

**THEATRE ROYAL.**  
**LECTURE**  
ON  
**CHRISTIAN SCIENCE**  
BY  
**W. D. MURKIN, M.A., C.S.E.**  
Member of the CHRISTIAN SCIENCE BOARD OF LECTURESHIP, BOSTON, U.S.A.  
**JULY 20TH, 1911, AT 6 P.M.**  
All are cordially invited.  
Admission Free.  
Hongkong, 7th July, 1911. [921]

**FOR SALE.**  
**DERBINGTON** 7-Roomed House, Peak Road, beautiful situation. For Terms, apply to—  
**C. SCHROTER,**  
Care of Messrs. GARRIB, ROSE & Co.,  
King's Buildings, 11th Rd.  
Hongkong, 10th July, 1911. [923]

**FOR SALE OR TO LET.**  
**"KENNIS" 76A PEAK, SEVEN ROOMS,** Large Verandahs, American heating apparatus installed, making the House dry and comfortable throughout the year; Vegetable and Flower Gardens, Croquet Lawn, 15 minutes' walk from Tram, 7 minutes' by Rickshaw. One of the best situations at the Peak, Cool in Summer, Warm in Winter. Apply—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**  
Hongkong, 2nd February, 1911. [920]

**FOR SALE.**  
**REMAINING PORTIONS OF MARINE LOTS 31 and 36, at PRAYA EAST.** Approximate Area, 43,000 Square Feet.  
**TO BE LET OR SOLD** IN LOTS TO SUIT TENANTS OR PURCHASERS.  
**MARINE LOT No. 285**  
**EXTENSIVE WATER FRONTAGE, DEEP WATER.**  
Apply—  
**G. FENWICK & Co., LTD.,**  
ENGINEERS, &c.,  
PRAYA EAST, HONGKONG.  
Hongkong, 8th June, 1906. [111-112]

**AUSTRALIAN BUTTER.**  
There is Nothing better than the best. We keep it. Do you want it?  
**FOUR BRANDS!**  
**FOUR PRICES!**  
Fresh, Sweet, Firm and cold as ice.  
**THE DAIRY FARM CO., LTD.**  
[36]  
"WITH DOG AND GUN IN THE NEW TERRITORY."  
BEING the Series of Articles recently contributed to the "HONGKONG DAILY PRESS" by "Sportman," reproduced in book form.  
PRICE ONE DOLLAR.  
Hongkong, 23rd October, 1910.

## TO LET

**TO LET.**  
**10, MOUNTAIN VIEW.** Immediate possession. "Y. Z." Apply—  
Care of "Daily Press" Office.  
Hongkong, 6th July, 1911. [491]

**TO LET.**  
**NO. 13, SEYMOUR TERRACE.** Newly repaired and Colour-washed. Apply to—  
**COMPTON & CO., LTD.,**  
Messrs. GIBB, LIVINGSTON & Co.  
Hongkong, 27th June, 1911. [379]

**TO LET.**  
**THE BUILDING** now in completion of THE MERCHANTILE BANK OF INDIA to be Let from 1st January, 1912. **GUDOWNS** in Messons Lane, good for storage of Wines and other Articles. Rent moderate. Apply to—  
**DAVID SASSOON & Co., LTD.**  
Hongkong, 13th July, 1911. [627]

**TO LET.**  
**GODOWN, No. 4, New Praya, Kennedy Town.** Apply—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**  
Hongkong, 1st July, 1911. [116]

**TO LET.**  
**NOS. 9 and 10, MACDONNELL ROAD.** **FLAT** in Blue Buildings, 4, Praya East, 19, CONDUTT ROAD. **GODOWNS**, To Let, at Blue Buildings, 4A, Praya East. "CREGGAN" 39, The PEAK. OFFICES in King's Building, 4th floor. **GODOWNS**, 151 to 153, PRAYA EAST. **SEMI-EUROPEAN FLATS**, Praya East, corner of Observation Place. The Trams stop at the door. Also New EUROPEAN FLATS, adjoining the New Seaman's Institute, Praya East. Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**  
Hongkong, 1st July, 1911. [113]

**TO LET.**  
**AN OFFICE** in Alexandra Buildings. Apply—  
**A. S. WATSON & Co., LTD.**  
Hongkong, 9th June, 1911. [799]

**TO LET.**  
**FLATS** in Nathan Road. **FOUR-ROOMED HOUSES** newly painted and colour-washed throughout. Cheap rent. **NEW AND COMMODIOUS SHOPS,** Praya East, 4, Praya East. **REPAIRING SHOP** in Praya East. **KOWLOON MARINE LOT 48,** Yau-mai, Area 85,200 square feet with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—  
**HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.**  
Hongkong, 14th February, 1911. [892]

**TO LET.**  
**GODOWNS, 95 and 96, Praya East.** Apply—  
**CHATER & MOODY,**  
Hongkong, 31st March, 1911. [121]

**TO LET.**  
**TWO OFFICES** on 1st Floor of Hotel Mansions. Apply to—  
**HENRY HUMPHREYS,**  
Alexandra Buildings.  
Hongkong, 7th April, 1911. [575]

**TO LET.**  
**GODOWN, No. 5A, DUDELL STREET.** Apply to—  
**THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.**  
Hongkong, 1st July, 1911. [114]

**TO LET.**  
**OFFICES** on Ground and First Floor in Chater Road. Very central position. **FURNISHED HOUSE**, on Barker Road, Peak, To Let for 3 Months from 22nd July, 7 Rooms. **WOODLANDS VILLA**, West, 25, Seymour Road. **NO. 9, BEACONSFIELD ARCADE** (Shop). **THE EYRIE**, No. 13, Peak, newly Painted and Colour-washed. **BEACONSFIELD**, from 1st June, 1911. **NO. 57, PRAYA GRANDE**, Macao. **FOR SALE**—Tus Cany, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to—  
**LINSTEAD & DAVIS,**  
3rd Floor, Alexandra Buildings.  
Hongkong, 13th July, 1911. [118]

**TO LET.**  
**HOUSE** in Knutsford Terrace, Kowloon. **THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.**  
Hongkong, 1st July, 1911. [830]

**ON SALE.**  
**HONGKONG HANSARD REPORTS** of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1910. REVISED BY THE MEMBERS. PRICE - - - \$3.  
**DAILY PRESS OFFICE.**  
Hongkong, 21st February, 1911.

## BANKS

## THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).  
Capital ..... Yen 10,000,000  
Capital Subscribed (paid up) ... Yen 6,250,000  
Reserve Fund ..... Yen 2,620,000

**HEAD OFFICE: TAIPEI, FORMOSA.**  
**BRANCHES AND AGENCIES:**  
Amoy, Swatow, Tainan, Anping, Keelung, Taipei, Fuzhou, Canton, Nagasaki, Osaka, Fookhow, Shanghai, Yokohama, Keelung.

**HONGKONG OFFICE:**  
3, DES VOEUX ROAD.  
Interest allowed on Current Accounts. Deposits received on terms which may be had on application.  
**K. TSUDZURABARA, Manager.**  
Hongkong, 1st May, 1911. [659]

**INTERNATIONAL BANKING CORPORATION.**  
CAPITAL PAID UP ..... Gold \$3,250,000  
RESERVE FUND ..... Gold \$3,250,000  
Gold \$6,500,000

**HEAD OFFICE:** 60 Wall Street, New York.  
**LONDON OFFICE:** 36 Bishopsgate.  
**LONDON BANKERS:**  
BANK OF ENGLAND.  
NATIONAL PROVINCIAL BANK OF ENGLAND, LD.  
THE CAPITAL & COUNTIES BANK, LIMITED.

**BRANCHES AND AGENTS ALL OVER THE WORLD.**  
The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:  
For 12 months 4 per cent. per annum.  
For 6 " 3 " " "  
For 3 " 2 " " "  
**GEORGE HOGG,**  
Manager,  
No. 9, Queen's Road, Central.  
Hongkong, 21st February, 1911. [628]

**THE YOKOHAMA SPECIE BANK LIMITED.**  
CAPITAL PAID-UP ..... Yen 24,000,000  
RESERVE FUND ..... 16,850,000  
Date ..... 13th March, 1911.

**HEAD OFFICE—YOKOHAMA.**  
**BRANCHES AND AGENCIES:**  
Tokyo, London, Osaka, Nagasaki, San Francisco, Lyons, New York, Shanghai, Hankow, Bombay, Canton, Peking, Nanking, Tientsin, Port Arthur, Harbin, Chang Chun, Mukden, Kobe.

**HONGKONG—INTEREST ALLOWED.**  
On Current Account at the rate of 2 per cent. per annum on the daily balance.  
On fixed deposits for 12 months 4 per cent. per annum.  
" " " " 6 " 3 " " "  
" " " " 3 " 2 " " "  
**TAKEO TAKAMICHI,**  
Manager.  
Hongkong, 13th March, 1911. [441]

**THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.**  
INCORPORATED BY ROYAL CHARTER, 1857.  
HEAD OFFICE—LONDON.  
PAID-UP CAPITAL ..... £1,200,000  
RESERVE FUND ..... £1,250,000  
RESERVE LIABILITIES OF PROPERTIES ..... £1,200,000

**INTEREST** allowed on Current Accounts at the rate of 2 per cent. per annum on the daily balance.  
On Fixed Deposits for 12 months 4 per cent. per annum.  
" " " " 6 " 3 " " "  
" " " " 3 " 2 " " "  
**WM. DICKSON,**  
Manager.  
Hongkong, 2nd May, 1911. [148]

**HONGKONG SAVINGS BANK.**  
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Sales may be obtained on application. INTEREST on deposits is allowed at 3 per cent. per annum. Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION.  
**N. J. STARR,**  
Chief Manager.  
Hongkong, 24th January, 1911. [12]

**NEDERLANDSCH-INDISCHE HANDELSBANK.**  
(NETHERLANDS INDIA COMMERCIAL BANK).  
ESTABLISHED 1863.  
Authorized Capital Fl. 15,000,000 (£1,250,000)  
Subscribed Capital Fl. 12,500,000 (£1,031,500)  
Reserve Fund Fl. 2,754,338.05 (£229,528)

**HEAD OFFICE: AMSTERDAM.**  
**HEAD AGENCY: BATAVIA.**  
**LONDON BANKERS:**  
THE WILLIAMS & DOUGLASS BANK, SWISS BANK CORP.

**BRANCHES AND AGENTS all over the World.**  
THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:  
12 months 4 per cent. per annum.  
6 do 3 1/2 do.  
3 do 3 do.  
**C. WOLDINGH, Manager.**  
No. 16, Des Voeux Road Central.  
Hongkong, 4th August, 1909. [24]

## BANKS

## THE MERCHANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL ..... \$1,500,000  
SUBSCRIBED ..... 1,125,000  
PAID-UP ..... 562,500  
RESERVE FUND ..... 325,000

**BANKERS:**  
**LONDON JOINT STOCK BANK, LIMITED.**  
INTEREST allowed on Current Accounts at the rate of 2 per cent. per annum on the daily balance.  
ON FIXED DEPOSITS:  
For 12 months ... 4 per cent.  
For 6 " ... 3 1/2 per cent.  
For 3 " ... 3 per cent.  
**F. C. MACDONALD,**  
Acting Manager.  
Hongkong, 29th April, 1911. [12]

**HONGKONG AND SHANGHAI BANKING CORPORATION.**  
PAID-UP CAPITAL ..... \$15,000,000  
RESERVE FUND ..... \$15,000,000  
SILVER ..... \$16,250,000

**RESERVE LIABILITY OF PROPRIETORS \$15,000,000.**  
**COURT OF DIRECTORS:**  
Hon. Mr. HENRY KENNEDY—Chairman.  
G. H. ARMISTEAD, Esq.—Deputy Chairman.  
F. H. ARMISTEAD, Esq. [C. B. Lenneman, Esq., G. Balloch, Esq., Andrew Forbes, Esq., G. Frieland, Esq., C. S. Gubbay, Esq., F. Lieh, Esq., E. Shalhin, Esq., H. A. Siobh, Esq.]

**CHIEF MANAGERS:**  
Hongkong—N. J. STARR.  
Shanghai—E. E. R. HUNTER.

**LONDON BANKERS:**  
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

**HONGKONG—INTEREST ALLOWED.**  
On Current Account at the rate of 2 per cent. per annum on the daily balance.  
ON FIXED DEPOSITS:  
For 3 months, 2 1/2 per cent. per annum.  
For 6 months, 3 per cent. per annum.  
For 12 months, 4 per cent. per annum.  
**N. J. STARR,**  
Chief Manager.  
Hongkong, 2nd May, 1911. [19]

**DENTISTRY**  
**DR. M. H. CHAUN,**  
DENTAL SURGEON,  
33, QUEEN'S ROAD CENTRAL.

**1ST FLOOR, ROOMS 2 and 3** From the University of Pennsylvania, U.S.A. Telephone 122.  
Hongkong, 27th January, 1910. [408]

**SIEN TING**  
**SURGON DENTIST**  
No. 10, D'AGUILAR STREET.  
TERMS VERY MODERATE  
Consultation Free.  
Hongkong, 5th September, 1906. [478]

**NEW CARTRIDGES.**  
**B** popular English Manufacture. In all Bore and Sizes.  
**SMOKELESS POWDERS** and **CHILLED** SHOTS. From No. 10 to 888G, at \$6.47 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.  
Inspection Invited.  
**WM. SCHMIDT & Co.**  
Hongkong, 26th October, 1906. [608]

**A LING & CO.**  
19, QUEEN'S ROAD CENTRAL.  
**FURNITURE AND PHOTO GOODS STORE.**  
Photographic Goods of every Description in Stock.  
Developing and Printing Undertaken.  
Hongkong, 31st July, 1907. [609]

**NOTICE TO KOWLOON RESIDENTS**  
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Messrs. H. RUTTONJEE & SONS, Kowloon Store, No. 36, Hap Hong Road.  
Messrs. HUNG CHEONG, Hap Hong Road.  
Mr. AH YAU, Hongkong Stall, Ferry Wharf.

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**THE FIFTY YEARS**  
**ANGLO-CHINESE CALENDAR**  
日曆英中 年十五  
FROM 1st JANUARY, 1864 to 31st DECEMBER 1910, BEING FROM THE 1ST YEAR OF THE 76TH CYCLE TO THE 50TH YEAR OF THE 76TH CYCLE.  
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WHISKY.

UNVARIED FOR OVER

150 YEARS.

THE SAME TO-DAY AS IN

1745.

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LANE, CRAWFORD & Co.,  
and from ALL WINE MERCHANTS.

[56]

## A KING OF SHIPPING.

## STORY OF A GREAT BRITISH ENTERPRISE.

Not so very many years ago, to mention the name of Owen Phillips in Leadenhall Street would merely have raised the comment, "Isn't he the King of the Line?" To-day Sir Owen Phillips, K.C.M.G., is without doubt the most significant figure in the world of British merchant shipping. He controls companies running at least 231 steamers with a total tonnage of about half-a-million. His rapid rise to such eminence in commerce, now that the hardness of competition has so sharpened business wits that the quick and clever are only on the level of mediocrity and win only average rewards, is plainly proof of genius. Certainly no one now could win to a position like Sir Owen's by mere shrewdness and industrious plodding. To the ordinary commercial mind—the "nose for dollars," as the Americans say—there must be added precision, imagination, and daring to come to such success. And that is where it is. Sir Owen's deals have been not in single vessels, but in fleets of vessels: he secures the offices, the staffs, all the ships, and the trade—adds the "whole outfit" to his already large collection. Quite recently he acquired the Glen Line steamers, and now runs these vessels in the Eastern trade in conjunction with the Shire Line, a previous purchase.

When Sir Alfred Jones died recently it was freely said there was no man who could quite fill the vacant place at the head of the vast shipping concern which controlled over 100 fine steamers, besides many big coal and trading companies. Included in the group controlled by Messrs. Elder, Dempster & Co., is the African Shipping Company, the British and African Steam Navigation Company, the Elder Line, Limited, and the Imperial West Indian Direct Mail Steamship Company.

## THE GLEN STEAMERS.

Sir Owen Phillips was made chairman of the group, and he signified the fact by a notable extension of the activities of the concern in a quite new direction, through the purchase of the historic Glen Line, whose steamers trade between London, Middlesbrough, Hull, and Antwerp to the Straits Settlements, China, and Japan. There is something spacious and startling in all Sir Owen's deals, and it may be confidently expected that he will, from this beginning with the Glen boats, revivify the respect and influence which the red ensign almost lost in the East when the German purchased several British lines old-established there.

It was the Glen line which may be said to have finished the famous China tea clipper. One of the Glen steamers, in those now distant days, an iron vessel, was entrusted with a cargo of new-season tea. It was thought a dangerous experiment; there was the heat of the engines to be considered, and the iron was expected to sweat, and the cargo would be ruined. The first indication in which the tea landed, however, falsified this expectation, and the old-time wooden floors, with their studding sails, sky-sails, and even moon sails, were doomed. Since then the Glen boats have maintained the reputation first gained for safe carriage of valuable Eastern consignments. There are seven vessels in the line, totalling 32,000 tons, all of them of recent build, of good speed, and well fitted for a limited number of passengers.

## MODERNISING AN OLD COMPANY.

Though Sir Owen Phillips, who is fitting Messrs. Elder, Dempster & Co. to do in Eastern seas what that company accomplished on the West African coast under Sir Alfred Jones, is as yet not so well known to the general public as was Sir Alfred, there is no doubt he is now a more dominant man in the world of British shipping than was the late head of that Liverpool house.

He attracted the attention and respect of his fellows in his own world first by the way he handled the Royal Mail Steam Packet Company when appointed its chairman. To put it mildly, that company, besides being old, had become old-fashioned. Sir Owen made it young again, modern, and wonderfully alive. There fell away no doubt about its dominance in its sphere, the West Indies and the River Plate, and its power to maintain that position. New enterprise may be said to be expected of it. Such a vessel as the *Admiral*, lately added to its fleet, is a very noticeable addition to the British Mercantile marine, adding credit to that. The fleet now totals 49 large liners.

## NO SHIPPING DEALS.

The big deal which Sir Owen engineered, the purchase of the Pacific Steam Navigation Company, involving a million and a half sterling, is still fresh in the memory. That fleet comprises 44 liners, including the *Oreos*, of 7,100 tons. Another purchase was the *Morocco Line* (formerly Messrs. Forwood Brothers & Co.), a favourite tourist service.

As though maintaining the profitable activity of such a great navy and so many trading concerns were not enough for his capacities, Sir Owen is also chairman of the London and Thames Haven Oil Wharves of the "King" Line of steamers, vice-chairman of the Port of London Authority, vice-president of the Liverpool School of Tropical Medicine, and member of the executive committee of King Edward's Hospital Fund.

He is the son of Rev. Canon Sir James Bransford Phillips, twelfth baronet, and the *Eden*, Lord Phillips, sister of the fifth Baron Wyndham. He is a member of Parliament, representing Pembroke and Haverfordwest in the Liberal interest. It is encouraging to remember that Sir Owen Phillips, who does know practically what British commerce means through experience gained in handling it on a scale somewhat daunting to the imagination of the ordinary man, has come to conclusions about quite opposite those arrived at by Mr. Austen Chamberlain and Sir Gilbert Parker—*Morning Leader*.

## OVERLAND TO SOUTH AMERICA.

The Siberian Railway is an example of an engineering project which has diverted a certain amount of traffic from the sea. The Transsiberian Railway is another. But such cases are rare. The sea necessarily remains the great medium of communication between distant portions of the globe. The desire to reduce the time occupied in voyages by putting the hand to the full advantage is, however, irrefragable. It is responsible for a project which has found considerable support in Spain. This is none other than a scheme for building a railway from Tangier to a point on the West African Coast, and running a line of steamers thence to Brazil. The idea is that the sea voyage would be cut down to three days. It is estimated that it will cost £25,000,000 to carry out the scheme, and that the country likely to benefit by the new route will cheerfully bear their share of the annual interest charges. It is understood, however, that the steamship companies engaged in the South American trade do not consider that any immediate opposition threatens them.

## THE LILIES OF JAPAN.

Japanese lilies of many kinds are now so common in gardens that few people realize how rare they were fifty or sixty years ago before the opening of the treaty ports enabled the Japanese to barter their wild plants for foreign gold and to lay the foundations of an industry which has grown to such an extent that at the present time hundreds of thousands of bulbs are shipped every year from Yokohama to different parts of the world. Like California and Western China, Japan is essentially a native land of lilies; and although the Japanese have been gathering them in thousands since the trade in lily bulbs began, these wildlings still furnish a large proportion of the total number of bulbs sent out of the country. When collected in their native haunts the bulbs are mostly small and of no great commercial value, so they are grown on for a year or two in the rich soil of nursery gardens till they have reached marketable size. Most of the nurseries are on the hillsides in the neighbourhood of Tokyo and Yokohama, and the cultivation of the rarer kinds of lilies is generally carried on in tea plantations, where the bulbs are grown between the rows of tea plants so that they have some protection from the scorching rays of the sun.

With hardly an exception all Japanese lilies are beautiful, but *Lilium auratum*, or the "Hill Lily," is queen of them all. Although it has been known to horticulturists since the time of the last century, it did not find its way into gardens till brought into commerce by Veitch just fifty years ago; and, as may be imagined, its first appearance created a good deal of excitement in horticultural circles. At the time when the treaty ports were first opened to foreign trade this lily was a veritable weed in parts of Japan, growing in countless thousands on the wooded hills near Yokohama and on the slopes of Fuji Yama. Now, thanks to the ruthless war of extermination carried on for export, it is no easy matter to find a single wild plant of *auratum* in that neighbourhood. The finest form of it is the *Saga Yari* of Japan, known to us as *Macranthum* or *Platyphyllum*. It should always be grown in preference to the old form of *auratum*, for the flowers are infinitely more beautiful, and the lily itself is more robust and takes more kindly to cultivation. Other good forms of *auratum* are *Wittol* or *Virgiale*, with an unsightly white flower of exquisite purity and *Zakuro-tsubaki* in which a rich plum colour takes the place of the gold of the old plant; but, unlike *Macranthum*, both these are slender, delicate plants, by no means easy to manage though worth a good deal of trouble.

Another Japanese lily, *Speciosum*, often mis-called *Lancifolium*, is well known in one form or another, if only because, thanks to the manipulation of the bulbs by means of cold storage, it is found in flower shops in seasons and of seasons from January to December. While last year it was even hawked about the streets of London on more than one occasion. The most beautiful of the *Speciosum* group is the white flowered lily known as *Kraszewski*, not the rather second-rate white variety, sold in such numbers by the florists and which under the name of album comes to us in myriads from the bulb gardens of Holland, but a far finer thing, exquisite alike in shape and the contrast between the snow-white background of the flower, the apple green back down the middle of each petal and the deep gold of the anthers. *Kraszewski* is not a wild lily of Japan, and although tradition ascribes it originally to Korea, there is a good deal of uncertainty as to its origin. In what is known as the typical form, *Speciosum* rises every imaginable change in a beautiful colour scheme of pink and white; and, as a rule, the flowers are of a splendidly rich colour. Of late years a splendidly rich coloured form of tall robust growth has appeared, known as *Speciosum rubrum magnificum*, which but for a serious shortage in the supply of cultivated bulbs in Japan nine or ten years ago would probably still be a stranger to our gardens. At their wit's end to know how to cope with the demand, the Yokohama merchants despatched their emissaries all over the country in quest of the natural habitat of *Speciosum*, and after a long hunt, especially among the innumerable islands to the south-east of the mainland, the collectors came on this lily in the small group of islands west of Nagasaki, where they found it in great abundance, not only growing wild but also in cultivation as a hyacinth, as, for instance, in potato fields, where the lily would be grown between rows of potatoes. As soon as the bulbs are ripe they are dug up, and when they have been cleaned and dried in the sun the seeds are returned or exported to China as food stuff.

*Speciosum* is not the only lily bulb which serves for food, for poor people about the bulb gardens commonly eat the bulbs of *Auratum* that are rejected by the nurserymen of Yokohama as being unsuitable for export; and long before the merchant's ever thought of growing the *Tiger Lily* for the sake of its flowers the bulb had been in cultivation as a vegetable; patches of this lily grown partly as a vegetable will generally be found in the Japanese gardens, and when properly cooked with a sauce made from the Soy sauce, and served with rice and sugar a dish of *Tiger lilies* is said to be most appetizing. The *Tiger Lily* is so well known that little need be said about it except that the original form is now quite eclipsed by that known as *Fortunei giganteum*, a truly noble plant often as much as 8 ft. high, and with a thick woody stem by which it may always be identified; the fine black stalked variety *Spionense*, which is one of the most beautiful of all, is a particularly good plant for potting.

Of other Japanese lilies, *Krameri* and *Rubrum* are the only pink self-coloured lilies in cultivation. Neither is at all easy to manage, for although the rather delicate bulb of these very early flowering lilies come on the market at Yokohama in June, they are kept in store till the general export season begins in late autumn, seldom arriving in Europe till about Christmas, or nearly five months after they should be in the ground; therefore it is best to grow these lilies from seed as is being done at Kew and other places.

The large group of *Elegans* lilies numbers several of interest, and many that are hardly worth troubling about. Most of them are dwarf, and of these that known as *Alice Wilson* is a showy lily, with huge upright cups of bright gold; *Venusium* has warm coloured flowers, while *Hermas* is an unusually deep dark red. Of the taller varieties, *Batemanii* is a beautiful wild plant of West India, growing four feet high, and with fine spotted apricot cups, borne in an umbel at the top of the stem. It is rather a capricious lily, and the foliage has a painful way of dying off prematurely, ruining the appearance of the plant. *Elegans wilsonii* is a tall, late-flowering form, with finely-spotted upright cups of a light orange-red colour.

*L. longifolium* (or the "Gum Lily," as the Japanese call it because of the great length of the flower tube) is seldom seen in gardens away from the south or west. For ages it has been cultivated on a large scale in Japan, more in fact than any other lily; and the natural result of over-cultivation, both there and in Bermuda, where it is also largely grown for export, has followed in the shape of the fungoid disease which affects some forms of this lily so seriously. Of late years a new variety from the Linkin

Islands has been brought into commerce under the name of *L. longifolium*, and although coming from a comparatively warm climate, has so far proved itself hardy in England. This lily is far in advance of the other Japanese kinds of *Longifolium* for growing out of doors, and what is more important it is so far free from disease. *Alexandria* is a lily of modern introduction, as beautiful as it is rare. *Alexandria* may be described as a very lovely white *Krameri*, with the inside of the trumpet faintly shaded with gold; the bulb is robust and not hard to manage.

Japan sends us other *Elegans* or true lilies, besides *longifolium*; and *Brownii* is one of the best of them. A fatal tendency on the part of the bulb to die in a cold, wet winter will probably prevent this lily from ever becoming at all common in gardens; but if the gardener sees to it that any excess of moisture is carried away from the bulb, by planting it on an inverted pot, an old drain pipe filled with gravel, or something of that sort, there is no reason why *Brownii* should not be successfully grown. It is generally seen with a solitary flower, but when well managed will bear three or four of the beautiful trumpet, white and waxy as the bloom of a camellia on the inside, the reverse of the petal a deep reddish brown.

*Brownii odoratum*, botanically known as  *japonicum* *Colchestrans*, is much easier to manage than *Brownii*, with which, as a matter of fact, it has little or nothing in common, except the shape of the flower, which, however, is more stumpy than in *Brownii* and less deeply coloured on the outside. This lily lacks something, too, of the graceful growth of the other, but for all that is quite worth growing, and the observant gardener will make full use of the little bulbs produced in such profusion at the base of the stems.

A beautiful lily figuring often in catalogues but seldom in gardens is *L. ichihii*, a wild child of the hills, and spurs of Fuji Yama mountain; slender and graceful but very difficult. It usually has three or four large irregular citizen turn cups dotted with purple and of extraordinarily delicate beauty, borne on a slender stem seldom a yard in height, which has a curious way of creeping about under the earth before finally emerging into daylight often as much as a foot away from the bulb. The cultivation of this lily is not generally known in Japan, but it would be more correct to describe it as a *Tiger Lily* of slender and delicate growth and rather difficult culture. It seems to be a hybrid, and is variable both in the habit of growth and the character of the blooms.

*Cordifolium* and *Glohnii* are both Japanese relatives of the *L. longifolium* of the Himalayas and Western Chinese forests, and, unlike that variety, never seem happy in our climate, remaining dwarfed and obstinately refusing to make any show of their natural beauty. Of dwarf lilies other than *Elegans*, Japan sends us the diminutive *Concolor*, with its tiny upright red cups, as well as its yellow flowered sister *Corridon*, both lovers of the sun and easy to manage in light soils. Then there is *Medocoides*, or the "Wool Lily," the leaves arranged wheel-like on the stem in the most magnificent fashion. This diminutive *Medocoides* is almost unknown in English gardens; yet a deep ed of sweet leaf would suit it just as well as *Scilla* or *Onion*. The flowers are perfect little turn-cups of a beautiful red, less fiery than those of the *Silvian* turn-cup and more variable, but very charming.

Though left to the last *L. Hansonii* is by no means the least of Japanese lilies. In fact it seems to take most kindly of them to English homes, and may, generally, be relied upon to do well in the garden, and to give a fine, indifferent to almost everything but a prolonged drought. It is the Japanese counterpart of our common *Martagon*, the flowers rather more waxy perhaps, and of course yellow instead of purple.

In the cultivation of Japanese lilies it is well to bear in mind that, as nature has provided them with an additional mass of roots at the bottom of the stem, we must plant them deeply and between ground shading shru s, so that the stem roots may not be parched by the sun; they must take care to moisten them with leaf mould every year. As to soil, a rich well-drained humus with plenty of fine charcoal in it is overlying a cool moist sandy or gravelly loam seems to answer well. Lime is poison to most of the species, though *Hansonii* and *Brownii* seem more or less indifferent to it, and prolonged drought is fatal to nearly all. Only those who have observed their ways closely realize how wonderfully they prosper if during the growing season the based roots are pushed down to water while the bulb and top soil are no more than pleasantly moist. Sun they must have, though most of them, and the earlier sorts especially, prefer the rays of little tempered by thin overhanging branches; all are quite hardy, except some of the *Onion* which have their homes in the southern islands of Japan, and these need protection through a hard English winter. None can bear stagnant moisture or a clammy soil; and all do best in our climate if raised from seed, so that the failures and disappointments resulting from fungoid diseases of the bulbs may be eliminated.—*The Times*.

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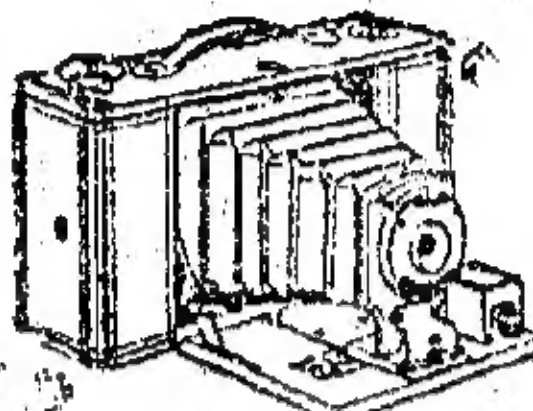
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MARITIMI.

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FROM BOMBAY AND SINGAPORE.

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having arrived from the above ports, Consignees  
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Goods are being landed at their risk into the  
hazardous and/or extra hazardous Godowns of  
the Hongkong and Kowloon Wharf and Godown  
Company, Ltd., Kowloon, whence delivery may  
be obtained. Perishable Goods to be taken deliv-  
ery of immediately.All Claims must be sent to the Office of the  
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or they will not be recognised.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 14th inst. will be subject  
to rent.All broken, chafed, and damaged goods must  
be left in the Godowns, where they will be  
examined on the 14th instant, at 9.30 a.m.  
No Fire Insurance has been effected.CARLOWITZ & Co.,  
Agents,

Hongkong, 7th July, 1911. [4]

## TOYO KISEN KAISHA.

NOTICE TO CONSIGNEES.

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signees' risk and expense and delivery must then  
be taken from Company's Godown.No Fire Insurance whatsoever will be effected.  
No Claims will be recognised after the Goods  
have left the Steamer or Godown, and all Goods  
remaining undelivered on THURSDAY, the 20th  
inst., afternoon, will be subject to rent and  
landing charges.All chafed and otherwise damaged Cargo to  
be left on board or Godown, and examination of  
same to be arranged.All Claims must be filed on or before Mon-  
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Atlas, admiralty tug, 615 tons, 1,400 h.p., Master S. West, Hongkong.  
Bramble, gunboat, 710 tons, 900 h.p., Lieut. Comdr. B. G. Washington, Shanghai.  
Britomart, gunboat, 710 tons, 900 h.p., Lieut. Comdr. J. M. Barker, Shanghai.  
Cadmus, British ship, 1,070 tons, i.h.p., 1,400 f.d., Comdr. H. Lynes, Shanghai.  
Cherub, water tank and tug, 390 tons, i.h.p., 340 f.d., Comdr. W. Smith, Hongkong.  
Clio, British ship, 1,070 tons, i.h.p., 1,400 f.d., Comdr. H. R. Vele, Shanghai.  
Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt. Comdr. H. S. Moore, Wei-hai-wei.  
Flores, 2nd class cruiser, 4,350 tons, 10 guns, 7,000 h.p., Captain J. Nicholas, Wei-hai-wei.  
Handy, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lt. Comdr. Hon. Guy Stopford, Hongkong.  
Hart, torpedo-boat destroyer, 295 tons, 6 guns, 4,000 h.p., Lt. Comdr. Hon. Guy Stopford, Hongkong.  
Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt. Comdr. M. B. R. Blackwood, Wei-hai-wei.  
Kont, armoured cruiser, 9,800 tons, 14 guns, i.h.p., 22,000, Capt. S. St. J. Farquhar, en route to Wei-hai-wei.  
Kinshu, river gunboat, 616 tons, i.h.p., 1,200, Lieut. Comdr. T. J. S. Lynes, Yangtze.  
Morlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Comdr. E. G. M. Davy, Shanghai.  
Munster, armoured cruiser (flagship), 11,420 tons, 52 guns, 28,000 h.p., Captain Sir A. L. Winslow, K.C.B., C.V.O., C.M.G., 14,650 tons, 27,200 h.p., Capt. G. C. Cayley, Wei-hai-wei.  
Monmouth, armoured cruiser, 9,800 tons, 14 guns, 22,000, Captain L. E. Power, M.V.O., Wei-hai-wei.  
Moorhen, river gunboat, 180 tons, 2 guns, i.h.p., 800, Lieut. Comdr. G. P. Leith, West River.  
Newcastle, 2nd class cruiser, 4,800 tons, turbine, Captain George P. E. Hunt, D.S.O., Wei-hai-wei.  
Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Claude Hillardson-Woodward, R.N., Yangtze.  
Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 h.p., Comdr. Lamb, Wei-hai-wei.  
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Cemo A. O. Douglas, West River.  
Rear Admiral, depot ship for Submarines, 980 tons, i.h.p., 1,400, Lt. Comdr. N. E. Archdale, Sandipier, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut. Comdr. E. J. J. Southby, West River.  
Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. Maurice B. Leslie, Yangtze.  
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Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyles, Hongkong.  
Tees, river gunboat, 180 tons, 2 guns, 800 h.p., Lieut. Comdr. B. J. Buchanan, Yangtze.  
Thistle, gunboat, 710 tons, 900 h.p., Lieut. Comdr. M. B. Baillie-Hamilton, Hongkong.  
Vireo, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 h.p., Lieut. Comdr. Harold D. Adair, Hall, Wei-hai-wei.  
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Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. Comdr. G. B. Hartford, Wei-hai-wei.  
Widgeon, gunboat, 195 tons, 2 guns, 800 h.p., Comdr. M. H. Willing, Yangtze.  
Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. B. R. Brooke, Yangtze.  
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut. Comdr. G. F. A. Mulock, Yangtze.  
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Bismarck, gunboat, 140 tons, Reserve, Saigon.  
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Pelho, river gunboat, 130 tons, 4 guns, 280 h.p., Lieut. Pauch, Tongku.  
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## THE SIGNIFICANT CIGARETTE.

[BY GEORGE EGAN.]

The careful student of current events will have noted from time to time, and as recently as a few days ago, that when an airman just wriggles out of the grimy clutch of Death he acts up to a great tradition. If he has run into a house, knocked the roof off, and twisted his aeroplane into a tangle of splinters and a heap of wooden planks, before he climbs from off the ruins and dashes the wreckage he pulls out a carefully furnished case and "nonchalantly" lights a cigarette. It suggests a fine aplomb, nerve, detached indifference to death, and studied self-control. It always strikes me as being an excessively pleasing spectacle to see the airman pulling a wreath of cigarette smoke into the jaws of the spectre who always lurks behind our successful attempts to conquer the sky. It is almost as nonchalant an attitude as that of a certain ding stage soldier who, in a brief moment of consciousness and with his last breath, gasped out a desire to know "what won the Derby."

The odd part of the business is that we cannot be nonchalant with nicotine, in the face of death or any sort of trial of the flesh, with any other form of tobacco than the shredded Virginia or the aromatic Turkish weed rolled up in rice paper. An airman would not pose on his twisted plane with such studied ease if he had to take out a pouch and a pipe, knock the cob of the last smoke out on his heel, and fill the briar from the pouch. That is impossible. One may be pathetic and sentimental with a pipe, and there is something about the gurgle of a briar, its universal tendency to wheeze to itself, that makes it acceptable in drama of the purely domestic type. An airman could not, in the same moment that he lights a cigarette, put on a two-shilling Havana. The mere act of nipping the end and pulling off the head would spoil the pose. The cigar may suit the drama of the iron jaw, and play its part in the large-draw-out scene of tense bluffing. One finds it a neatly handled weapon in the fingers of the higher financial magnates, after dinner, at the moment when they have the poor man, who has something to sell which they want to buy for nothing, fall of red wine and rich foods and temporarily soft both in head and heart. But when tense moments come to the flying man it is the cigarette—or sudden death.

It is interesting to trace the cigarette from the days of its incoming popularity to this its moment of triumph, when it has become the symbol of courageous nonchalance. In the early days of the cigarette it was undoubtedly wicked. I am not quite sure, but I believe it was Mr. W. L. Abington who made the cigarette wicked, in the heroic days when gallant William Terrell defied the world in Adulphidra. In those days one might smile and smile and be a villain; but no stage villain could deliver the goods, the consequences of sin forced in the overheated temperature of the melodramatic author's study, without a cigarette. Your villain, at that time, did his villainy in evening clothes, and if he appeared in a sweater it was in a black sweater, with the throw-back to show the flock that it was lined with blood red silk. And always the cigarette, "Ha! Ha!" he said to the woman, flicking away the ashes of the cigarette, "what do I care if you have no home, that the baby is starving, and that you cannot walk another yard? You may die—course you—die in the snow." And hereabout he took a pull on the glorified coffin and blew smoke rings in the direction of the famished child. A kinder-hearted villain, smoking a cigar, might put a diamond carriage and his wife and child under a respectable roof. But in those days the cigarette was wickedly wicked, and with it one could do really deadly villainies as one blew. Many wreaths of writhing blue across the footlights.

Then the cigarette, with no more apparent reason than is behind the street boy when he turns from marbles to pogoys, suddenly became gay and symbolised the merry irresponsibilities of the adolescent. For instance, when things were going well and you went to Brighton, Boulogne, or Margate, you were not complete without a cigarette as part of your costume. It was to exuberant youth what the straw in the mouth of the groom is to the well-to-do stable hand, or the money, or put up for election at the Athenaeum without reputation, as have attempted to appear on a seaside pier without a cigarette. To do so was a greater guarantee of staidness and advancing age than a bald head, or whiskers that follow the shape of a well selected lunch cutlet. I do not pretend to explain this tradition beyond hazarding the guess that the development of the musical comedy form of entertainment was responsible for it. On the musical stage one cannot be gay and young without a cigarette any more than one can be mildly wicked without waving aloft an empty champagne glass. I do not know why this is; it is sufficient for me to know it is so.

But when did the cigarette become the symbol of self-control, and the means of expressing nonchalance for those in peril in the air? I suppose I am an incompetent critic of our social graces, but alas! you have really caught me guessing, and I doubt whether I can find the answer. There is no drama in our age of the theatre; it is still played out in the sky, through the air, and occasionally round chimney-stacks or house-tops. There is no literature on the subject, and, indeed, this is probably the first contribution to the psychology of the cigarette so far as it affects the aviator. There are only two possible explanations. One is that no one knows, because the aviator himself does not know. There is so comely stage one cannot be gay and young without a cigarette any more than one can be mildly wicked without waving aloft an empty champagne glass. I do not know why this is; it is sufficient for me to know it is so.

But when did the cigarette become the symbol of self-control, and the means of expressing nonchalance for those in peril in the air? I suppose I am an incompetent critic of our social graces, but alas! you have really caught me guessing, and I doubt whether I can find the answer. There is no drama in our age of the theatre; it is still played out in the sky, through the air, and occasionally round chimney-stacks or house-tops. There is no literature on the subject, and, indeed, this is probably the first contribution to the psychology of the cigarette so far as it affects the aviator. There are only two possible explanations. One is that no one knows, because the aviator himself does not know. There is so comely stage one cannot be gay and young without a cigarette any more than one can be mildly wicked without waving aloft an empty champagne glass. I do not know why this is; it is sufficient for me to know it is so.

## STRAITS SETTLEMENTS STOCKS AND SHARES.

RUBBER COMPANIES.

SINGAPORE, June 28.

Per value each share £1. Calls paid up are:	Malayan Companies	Singapore Fraser & Co's Prices, May 31	Dividends	Per value each share £1. Calls paid up are:	Malayan Companies	Singapore Fraser & Co's Prices, May 31	Dividend
15/ paid	Alor-Fongau...	...	...	2/ fy. paid	Malacca Ordinary...	9.18.3	...
2/ fy.	Anglo-Johore...	18/2 1/2	100%	2/ fy.	Merliman...	4/7	10%
2/ fy.	Bakap...	...	...	2/ fy.	Morton Syndicate...	1.12.0	...
2/ fy.	Batang...	...	...	2/ fy.	Mount Austin...	...	25%
2/ fy.	Batu Caves...	15.0.0	150%	2/ fy.	Narborough Est...	...	...
2/ fy.	Batu Kawan...	...	...	2/ fy.	North Hummock...	3/11	...
2/ fy.	Batu Tiga...	4.8.0	10%	2/ fy.	Padang Jawa...	...	...
2/ fy.	Berangang Selangor...	...	...	2/ fy.	Pandan Johore...	2.3.3	325%
2/ fy.	Bernam Bank...	...	...	2/ fy.	Petaling...	...	...
2/ fy.	Do. Ordinary...	...	...	2/ fy.	Raleph (Johore)...	7/1	12 1/2%
2/ fy.	Bidor...	...	...	2/ fy.	Perak...	...	...
2/ fy.	Blands Selangor...	...	...	2/ fy.	Peroire Est...	...	...
2/ fy.	Bukit Clob...	...	...	2/ fy.	Pryo...	...	10%
2/ fy.	Bukit Kajang...	2.4.6	11 1/2%	2/ fy.	Ratanuf...	...	...
2/ fy.	Bukit Mertajam...	2/7 1/2	...	2/ fy.	Rembia...	28/9	6%
2/ fy.	Bukit Rajah...	14.0.0	80%	2/ fy.	R. Est. of Krian...	...	...
2/ fy.	Bukit Selangor...	...	...	2/ fy.	R. of Johore...	18.10.0	50%
2/ fy.	Castelfield...	6.0.0	7 1/2%	2/ fy.	Sagga...	4.7.3	40%
2/ fy.	Chankat Salak R. and Tin...	...	...	2/ fy.	Selangor...	2.6.0	37 1/2%
2/ fy.	Chersonese...	3.6	...	2/ fy.	Solestar Rubber...	...	...
2/ fy.	Cheviot...	...	...	2/ fy.	Sompah...	1.12.6pm	35%
2/ fy.	Chota Rubber...	...	...	2/ fy.	Serdang...	3.2.0	30%
2/ fy.	Cicely Ordinary...	2.0.0	150%	2/ fy.	Shelford...	...	...
2/ fy.	Consolidated...	2.0.0	150%	2/ fy.	Signiting (N. S.)...	4/4	12 1/2%
2/ fy.	Consolidated Malay...	18/2 1/2	100%	2/ fy.	Singapore Para...	6/1	7 1/2%
2/ fy.	Daravans...	5.15.3	75%	2/ fy.	Straits (Serian)...	...	...
2/ fy.	Dennistown...	...	...	2/ fy.	Strathmore R...	...	...
2/ fy.	Enth Selangor...	11.6	30%	2/ fy.	Sungei Bahru...	...	...
2/ fy.	Fed. Selangor...	...	...	2/ fy.	Sungei Choh...	4.12.6	20%
2/ fy.	Ged. Koe R. Est...	...	...	2/ fy.	Sungei Kapar...	10.5.4	55%
2/ fy.	Garing (Malacca)...	...	...	2/ fy.	Sungei Krut...	...	...
2/ fy.	Goleonda...	4.12.6	25%	2/ fy.	Sungei Lang...	...	...
2/ fy.	Golden Hope...	3.19.0	40%	2/ fy.	Sungei Salak...	4.0.0	10%
2/ fy.	Gula-Kalumpang...	...	...	2/ fy.	Sungei Way...	5.12.6	30%
2/ fy.	H. and Lowlands...	4.5.0	65%	2/ fy.	Tangkah...	...	...
2/ fy.	Inch Kenneth...	11.10.0	25%	2/ fy.	Third Mile...	...	...
2/ fy.	Johore Para...	...	...	2/ fy.	Tromelbye...	...	10%
2/ fy.	Johore R. Lands...	...	...	2/ fy.	Ud. Sua Betong...	...	...
2/ fy.	Jong-Landor...	...	...	2/ fy.	Val d'Or Est...	...	...
2/ fy.	Jugra (Ordinary)...	...	...	2/ fy.	Vallambrosa...	1.8.0	75%
2/ fy.	Juru Estates...	...	...	2/ fy.	Trust and Finance Companies.	...	...
2/ fy.	K'pong Kuantan...	3/3 pm	15%	2/ fy.	Anglo-Straits R. T...	...	...
2/ fy.	Kamuning "A"...	7.10.0	65%	2/ fy.	Eastern Internat. Trust...	...	20%
2/ fy.	Do. "B"...	...	...	2/ fy.	Mid-East Invest...	...	...
2/ fy.	Kapar Para...	...	...	2/ fy.	Rubber Plants, Inves. Trust...	...	...
2/ fy.	Kepone...	...	...	2/ fy.	R. Share Trust...	...	...
2/ fy.	Killinghall...	...	...	2/ fy.	Straits M. & Trust...	...	...
2/ fy.	Kinta Kellas...	...	...	2/ fy.	India, Ceylon, Borneo, Java and Sumatra.	...	...
2/ fy.	Klangang...	...	...	2/ fy.	Anglo-Java...	...	...
2/ fy.	Klian Kellas...	...	...	2/ fy.	Asahan (Sumatra)...	...	...
2/ fy.	Kota Tinggi...	...	...	2/ fy.	Bangawan R...	...	...
2/ fy.	Khota Tampar...	...	...	2/ fy.	Beaufort...	...	...
2/ fy.	Krubong...	...	...	2/ fy.	Central Sumatra...	...	...
2/ fy.	Kuala Klang...	6.16.0	75%	2/ fy.	Indian Peninsula...	...	...
2/ fy.	Kuala Lumpur...	...	...	2/ fy.	Java Amalgam...	...	...
2/ fy.	Kuala Pahi...	...	...	2/ fy.	Kinmas...	...	...
2/ fy.	Kuala Selangor...	11.2.3	30%	2/ fy.	Langkat...	...	...
2/ fy.	Labu...	4.5.0	12 1/2%	2/ fy.	Manchester...	...	...
2/ fy.	Ladun...	3.6.0	10%	2/ fy.	Nirmala (Java)...	...	...
2/ fy.	Lendur...	1.11.0pm	...	2/ fy.	Pontianak...	...	...
2/ fy.	Linggi...	2.1.3	160%	2/ fy.	Sumatra Para...	8/7	33 1/2%
2/ fy.	Lumut Estate...	10.7	25%	2/ fy.	Sumatra Props...	...	...
2/ fy.	Lumut Est...	17.6	...	2/ fy.	United Serdang...	1.7.3	10%
2/ fy.	Malacca Est...	...	...	2/ fy.	Utd. Sumatra...	6/6 1/2	20%
2/ fy.	Malacca 7 1/2 Cum. Participating Pref...	6.2.0	10%	2/ fy.	...	...	...

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PLAN OF HONGKONG (SHANGHAI) with inset showing the EXTENDED SETTLEMENT
LARGE PLAN OF THE CITY OF VICTORIA
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Hickson, 13th July, 1911.

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MANILA, CEBU and LOILO	"TAMING"	On 20th July, 4 P.M.
SHANGHAI	"ANHUI"	On 22nd July, 4 P.M.
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"HAIYANG" ...	Capt. J. W. Evans	FRIDAY, 14th July, at 1 P.M.
"HAITAN" ...	Capt. J. S. Roach	TUESDAY, 18th July, at 1 P.M.
"HAICHING" ...	Capt. W. C. Pasmore	FRIDAY, 21st July, at 1 P.M.

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PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI, KOBE & MOJI	"KUTSANG"	Friday, 14th July, D'light
SHANGHAI via SWATOW & NINGPO	"CHOYSANG"	Friday, 14th July, Noon
MANILA	"LOOYSSANG"	Saturday, 15th July, 2 P.M.
SANDAKAN	"MAUSANG"	Monday, 17th July, Noon
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Monday, 17th July, Noon
TIENTSIN via TIENTSIN	"CHEONGSANG"	Thursday, 20th July, Noon
MANILA	"YUENSANG"	Saturday, 22nd July, 2 P.M.

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STEAMER	Tons	CAPTAIN	DATE OF SAILING
AMERICA MARU ...	11,000	A. G. Stevens	FRIDAY, July 21st, Noon
TENYO MARU ...	21,000	E. Bent	FRIDAY, July 23rd, Noon
NIPPON MARU ...	11,000	H. S. Smith	FRIDAY, Aug. 18th, Noon
CHIYO MARU ...	21,000	W. W. Greene	FRIDAY, Sept. 14th, Noon

† Triple Screws, turbine engines. \* Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Office. THE Twin Screw Steamer "AMERICA MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 21st July, at Noon.

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STEAMER	Tons	CAPTAIN	DATE OF SAILING
KIYO MARU ...	17,500	H. Nishi	TUESDAY, Aug. 15th, Noon
BUYO MARU ...	10,500	K. Hashimoto	SATURDAY, Oct. 14th, Noon
HONGKONG MARU ...	11,000	H. Hinokuma	WED'DAY, Dec. 13th, Noon

THE Steamer "KIYO MARU" will be despatched hence for MEXICAN, PERUVIAN and CHILIAN PORTS via MOJI, KOBE, YOKOHAMA and HONOLULU, on TUESDAY, 15th August, at Noon.

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" LONDON	£ 71-10-0, "
"	£ 123-0-0, Return 6 Months
"	£ 125-0-0, " 24 "
" SALINA CRUZ or MANZANILLO	Yen. 420.00, Single
" VALPARAISO	Yen. 370.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense—

TO EUROPEAN PORTS.—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN and UNITED STATES PORTS.—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL PORTS.—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blaise Pier).

## OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

### TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, Kobe, Yokohama, SHIMIZU and YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 9th Aug., at 11 A.M.
	"SEATTLE MARU"	6,182	WED'DAY, 9th Sept., at 11 A.M.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	"CANADA MARU"	6,063	TUESDAY, 25th July, at 11 A.M.
	"PANAMA MARU"	6,059	TUESDAY, 22nd Aug., at 11 A.M.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS &amp; FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 16th July, at 10 A.M.
FOOCHOW via SWATOW and AMOY	"CHOSHUN MARU"	WED'DAY, 19th July, at 10 A.M.

During the two months of July and August, Return Tickets to Fochow available Three Months will be issued at the Special Rates of—

1st CLASS \$45.50 2nd CLASS \$29.90.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,  
MANAGER

7721

"The Beer That's Brewed to Suit The Climate"

JUST THE THING FOR A PICNIC

A SMALL CASK OF

# O. B. BEER.

Fresh from the Brewery.

## "Just Try It"

## U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES
MONGOLIA	27,000	FRIDAY, 14th July, at Noon
KOREA	19,000	FRIDAY, 11th Aug., at 1 P.M.
SIBERIA	19,000	FRIDAY, 26th Aug., at 1 P.M.
MANCHURIA	27,000	FRIDAY, 8th Sept., at 1 P.M.
MONGOLIA	27,000	SATURDAY, 30th Sept., at 1 P.M.
KOREA	19,000	SATURDAY, 28th Oct., at 1 P.M.
SIBERIA	19,000	FRIDAY, 10th Nov., at 1 P.M.
MANCHURIA	27,000	SATURDAY, 25th Nov., at 1 P.M.

\* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "MONGOLIA" will be despatched for SAN FRANCISCO via AMOY, KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, SHIMIZU, YOKOHAMA and HONOLULU, on FRIDAY, 14th July, at Noon.

FARES: HONGKONG TO LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH AND MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and Civil Services located in Asia, To European Officials in the Service of the Government of China and Japan. To United States Points: Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Service, U.S. Consul Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points:—Missionaries and their families.

### INTERMEDIATE SERVICE.

PERSIA ..... 9,000 Tons ..... FRIDAY, 4th Aug., at 1 P.M.  
CHINA ..... 10,200 Tons ..... FRIDAY, 1st Sept., at 1 P.M.

THE S.S. "PERSIA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 4th August, at 1 P.M.

On the Fine Mail Steamers, CHINA and PERSIA First Class, SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG TO LONDON via Canadian Atlantic Ports, £43.

via New York " " £45.

HONGKONG TO SAN FRANCISCO " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports

For further information as to Passage and Freight, apply to the Agency of the Companies

Kino's Building (opposite Blaise Pier).

FRED J. HALTON, AGENT.

[48]

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGA- PORE, PENANG, COLOMBO, SUEZ and PORTSAID	MIYASAKI MARU Capt. T. Murai, KITANO MARU Capt. F. E. Cope, IYO MARU Capt. B. Takami, KAMAKURA MARU Capt. B. Koo,	9,000 9,000 7,000 7,000	WED'DAY, 19th July, at Daylight WED'DAY, 2nd Aug., at Daylight WED'DAY, 16th Aug., at Daylight SATURDAY, 15th July, from Kobe
VICTORIA, B.C. & SEATTLE	TAMBA MARU Capt. K. Noda, AWA MARU Capt. Iizawa, KUMANO MARU Capt. M. Winkler, YAWATA MARU Capt. T. Sekine,	7,000 7,000 6,000 5,000	TUESDAY, 18th July, at 4 P.M. TUESDAY, 15th Aug., at 4 P.M. FRIDAY, 4th Aug., at Noon FRIDAY, 1st Sept., at Noon
SHANGHAI, MOJI, and Kobe	TOSA MARU Capt. Tozawa, HIRANO MARU Capt. H. Fraser,	6,000 9,000	WED'DAY, 19th July THURSDAY, 20th July, at 11 A.M.
Kobe and YOKOHAMA	BINGO MARU Capt. B. J. G. Parson, YAWATA MARU Capt. T. Sekine,	7,000 5,000	TUESDAY, 25th July TUESDAY, 1st Aug., at Noon

† Calling at Djibouti.

§ Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only.

## CHEAPEST SUMMER RATES

BETWEEN

### HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1911.

SPECIAL EXCURSION TICKETS (1st &amp; 2nd CLASS) AVAILABLE FOR 3 MONTHS.

Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1st CLASS	\$120	\$110	\$100	\$90
2nd	\$80	\$70	\$60	\$50

With Option of rail between Steamers' Calling Ports in Japan.

For Further Information, apply to—

41-40

T. KUSUMOTO, MANAGER.

STEAMERS PASSED THE CANAL.

June 6th—Cardinal, Liberia, Nippon, Ville de la Clotaire, 9th—Indra, Kanagawa, 13th—Baron, Arrossan, 16th—Nora, Silesia, Suevia, Tolman, Wray Castle, 20th—Bantawa, Persia, Baron, 27th—Ambria, Astynaz, Cermar, 30th—Hirano, Maru, Meinan, 3rd—Flintshire, Hirano Maru, Meinan, 7th—Yarra, Necker, 30th—Hirano, Pelus, Socotra, 3rd—Bandora, Glenavon, Sumatra, 7th—Dorffinger, Raga, Bora, Bora, 11th—Himalaya, Hyson, Moyunc, 11th—Tango Maru, Alesia, Vorwaer, Arca, 11th—Alesia.

ARRIVALS AT HOME.

July 11th—Bayern, Cyclops, Sachsen, Thea, Yunnan.

ON SALE.

A TABLE OF THE

### RATES OF EXCHANGE AT HONGKONG

For Demand Drafts on London on the day of or preceding the departure of the English Mail; also Table of the Yearly Approximate Averages for 36 years

FROM 1874 to 1909.

Price \$2 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.



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LAMPS

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**HUGO C. A. FROMM,**HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.  
Hongkong, 7th July, 1911.**CH. WEISS, TROSSINGEN.**

Manufacturers of

**MOUTH ORGANS.**

Sole Representative for Hongkong and China:

**HUGO C. A. FROMM,**

HONGKONG, 4, QUEEN'S BUILDINGS, TEL. NO. 960.

Hongkong, 7th July, 1911.

# Hoehl

Extra Dry

goat american

Sole Representative for Hongkong and South China  
**Hugo C. A. Fromm, Hongkong.**

Hongkong, 7th July, 1911.

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Hainan with the Siberian Mail is due to arrive here, on Saturday, the 15th inst.

The Empress of Japan, with the Canadian Mail, left Shanghai on Monday, the 10th inst. at 9 A.M., and may be expected here to-day.

FOR	PER	DATE
Choofoo and Newchwang	Fri	Thursday, 13th, 4.00 P.M.
Batavia, Cheribon, Samarang and Sourabaya	Fri	Thursday, 13th, 11.00 A.M.
Kobe	Fri	Thursday, 13th, 11.00 A.M.
Swatow	Fri	Thursday, 13th, Noon
Manila	Fri	Thursday, 13th, 1.15 P.M.
Shanghai	Fri	Thursday, 13th, 3.00 P.M.
Manila	Fri	Thursday, 13th, 3.00 P.M.
Taking Mail for Cebu and Iloilo	F. Hermanos	Thursday, 13th, 3.00 P.M.
Singapore	Peter Berg	Thursday, 13th, 4.00 P.M.
Mojit, Manzanillo, Guaymas (Mexico)	Peter Berg	Thursday, 13th, 4.00 P.M.
Shanghai, Kobe and Moji	Katsung	Thursday, 13th, 5.00 P.M.
Singapore, Penang and Colombo	Katsung	Thursday, 13th, 5.00 P.M.
Swatow, Ningpo and Shanghai	Choyang	Friday, 14th, 10.00 A.M.

AMOI, KEEUNG, SHANGHAI, NAGASAKI, KORE, YOKKAICHI, SHIMIZU, YOKO, HAMA, HONOLULU AND SAN FRANCISCO

Swatow, Amoy and Foochow	Haiyang	Friday, 14th, Noon
Manila	Sui Tai	Friday, 14th, 1.15 P.M.
Ningpo and Shanghai	Hunan	Friday, 14th, 3.00 P.M.
Manila	Loongang	Saturday, 15th, 1.00 P.M.
(Taking Mails for Cebu and Iloilo)	Sui Tai	Saturday, 15th, 1.15 P.M.
Manila	Shantung	Saturday, 15th, 3.00 P.M.
Samarang and Sourabaya	Prins Sigismund	Saturday, 15th, 3.00 P.M.
Manila, (Taking mails for Cebu and Iloilo)	Chinlun	Saturday, 15th, 5.00 P.M.
Wilhelmsbafen, Rabaul, Harborside, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle	Namsang	Monday, 17th, 11.00 A.M.
Shanghai	Namsang	Monday, 17th, 11.00 A.M.
Singapore, Penang and Calcutta	Sungkiang	Tuesday, 18th, 9.00 A.M.
Haiphong	Sungkiang	Tuesday, 18th, 9.00 A.M.

EUROPE, INDIA VIA TUTICORIN, Late Letters 11.00 to Noon, Extra Postage 10 cents.

Supplementary mail on board up to the time fixed for departure of the mail Extra Postage 10 cents.

Letters posted in all the Pillar Boxes in time for the Clearance will be included in this contract mail

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU AND SAN FRANCISCO

Swatow, Amoy and Foochow, Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Perth, Dunedin and Fremantle

## COMMERCIAL.

## EXCHANGE

## CLOSING QUOTATIONS.

	July 12th.
On London—	
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credit, at 4 months' sight	1/10
Documentary Bills 4 months' sight	1/10 1/2
On Paris—	
Bank Bills, on demand	228
Credit, at 4 months' sight	232
On Germany—	
On demand	164 1/2
On New York—	
Bank Bills, on demand	43 1/2
Credit, at 60 days' sight	44 1/2
On Bombay—	
Telegraphic Transfer	135
Bank, on demand	135 1/2
On Calcutta—	
Telegraphic Transfer	135
Bank, on demand	135 1/2
On Shanghai—	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
On Yokohama—	
On demand	88 1/2
On Manila—	
On demand	88 1/2
On Singapore—	
On demand	77 1/2
On Batavia—	
On demand	13 1/2
On Saigon—	
On demand	1 1/2
On Bangkok—	
On demand	84 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.00
GOLD LEAF, 100 fine, per tael	\$57.40
BAR SILVER, per do.	\$24 1/2

## SUBSIDIARY COINS.

	per cent.
Chinese ... 20 cents pieces	\$7.34 discount
Chinese ... 10	\$7.55
Hongkong ... 20	\$7.18
Hongkong ... 10	\$7.41

## SHARE LIST.—QUOTATIONS. Hongkong, July 12th, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$895, sales
National Bank of China, Limited	99,925	\$7	\$6	\$87.10/-
China Bank Company, Limited	60,000	\$12	all	\$93, buyers
China Light and Power Company, Limited	50,000	\$5	all	\$1.15
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	all	\$73, sal. & sel.
<b>COAL &amp; MINES.</b>				
Ewo Cotton Spinning & Weaving Co., Ltd.	20,000	Tls. 50	all	Tls. 75.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	all	\$53, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	all	Tls. 46.
Loan Kung-Mow C. Spinning Co., Ltd.	8,000	Tls. 100	all	Tls. 53.
Boy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	all	Tls. 22.
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$21 1/2, buyers
<b>DOCKERS AND WHARVES.</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$50, sales
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$50, sales
New Amoy Dock Co., Limited	10,000	\$50	all	Tls. 57 1/2 x d.
Shanghai Dock and Engineering Co., Ltd.	36,000	Tls. 100	all	Tls. 52 sal. in S'hai
Shanghai and Hongkong Wharf Co., Ltd.	18,000	\$25	all	\$53, buyers
Green Island Cement Co., Limited	400,000	\$10	all	\$3.40 buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	\$195.
Hongkong Electric Co., Limited	60,000	\$10	all	\$21 1/2, buyers
Hongkong Hotel Company, Limited	15,000	\$50	\$25	\$120
Manila Metropolitan Hotel Limited	50,000	\$10	all	\$75, buyers
Hongkong Ice Company, Limited	60,000	\$10	all	\$150, buyers
Hongkong Rope Manufacturing Co., Limited	15,000	\$10	all	\$73, buyers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	all	\$73, buyers
<b>INSURANCE.</b>				
Canion Insurance Office Co., Limited	10,000	\$250	\$50	\$203 1/2, sales
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$119 buyers
China Traders Insurance Co., Limited	24,000	\$33.33	\$25	\$105.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$335
North-China Insurance Co., Limited	10,000	\$25	\$5	Tls. 169 buyers
Union Insurance Society, Limited	12,000	\$250	\$100	\$810
Yantai Insurance Association, Limited	12,000	\$100	\$60	\$200, @ Ex 73
<b>LANDS AND BUILDINGS.</b>				
Hongkong Land Investment Agency Co., Ltd.	50,000	\$100	all	\$94 buyers
Hampden Estate and Finance Co., Ltd.	150,000	\$10	all	\$61
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$30	\$25, buyers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	all	Tls. 94.
West Point Building Co., Limited	12,500	\$50	all	\$47.
<b>MINING.</b>				
Societe Francaise des Charbons de Tonkin	16,000	Fcs. 250	all	\$700.
Bamb Australian Gold Mining Co., Ltd.	200,000	\$1	all	\$2
Peak Tramways Co., Limited	25,000	\$10	all	\$121.
Philippine Co., Limited	75,000	\$10	all	\$110, buyers
<b>REFINING.</b>				
China Sugar Refining Co., Limited	20,000	\$100	all	\$84, buyers
Dezhou Sugar Refining Co., Limited	7,000	\$100	all	\$22
<b>STEAMSHIP COMPANIES.</b>				
China and Manila Steamship Co., Ltd.	30,000	\$25	all	\$104, sellers
Douglas Steamship Co., Limited	20,000	\$50	all	\$19, buyers
Hongkong, Canton & Mesao S.B. Co., Ltd.	80,000	\$15	all	\$31, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$25	all	\$64, 1/2 don. @ Ex 5-
Shell Transport & Trading Co., Limited	2,500,000	\$1	all	\$3.9
Star Ferry Company, Limited	10,000	\$10	\$5	\$125, buyers
South China Morning Post, Limited	6,000	\$25	all	\$115, buyers
Steam Laundry Company, Limited	20,000	\$5	all	\$51
<b>STORES AND DISPENSARIES.</b>				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$9, buyers
Wm. Powell, Limited	15,000	\$7	all	\$53, buyers
Watkins, Limited	10,000	\$10	all	\$3, sellers
A. S. Watson & Co., Limited	90,000	\$10	all	\$6, buyers
Wiesmann, Limited	2,000	\$15	all	\$13, buyers
H. Price & Co., Ltd.	15,000	\$10	all	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$10
Union Waterboat Co., Limited	100 shares	\$10	all	\$300.
Union Waterboat Co., Limited	50,000	\$10	all	\$61.

Para Rubber in London	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,300	Tls. 250	7 1/2 p. annum	Par.
				VERNON & SMYTH, Share-Brokers.

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Gas Lighting, Heating and Cooking.

The most Efficient, Economical, and Reliable is the

### British Welsbach System.

1. The Welsbach guaranteed burner, with Mantles of Welsbach Manufacture and Welsbach Artistic Fittings, make Welsbach not only the lightest but the most beautiful of all lights.

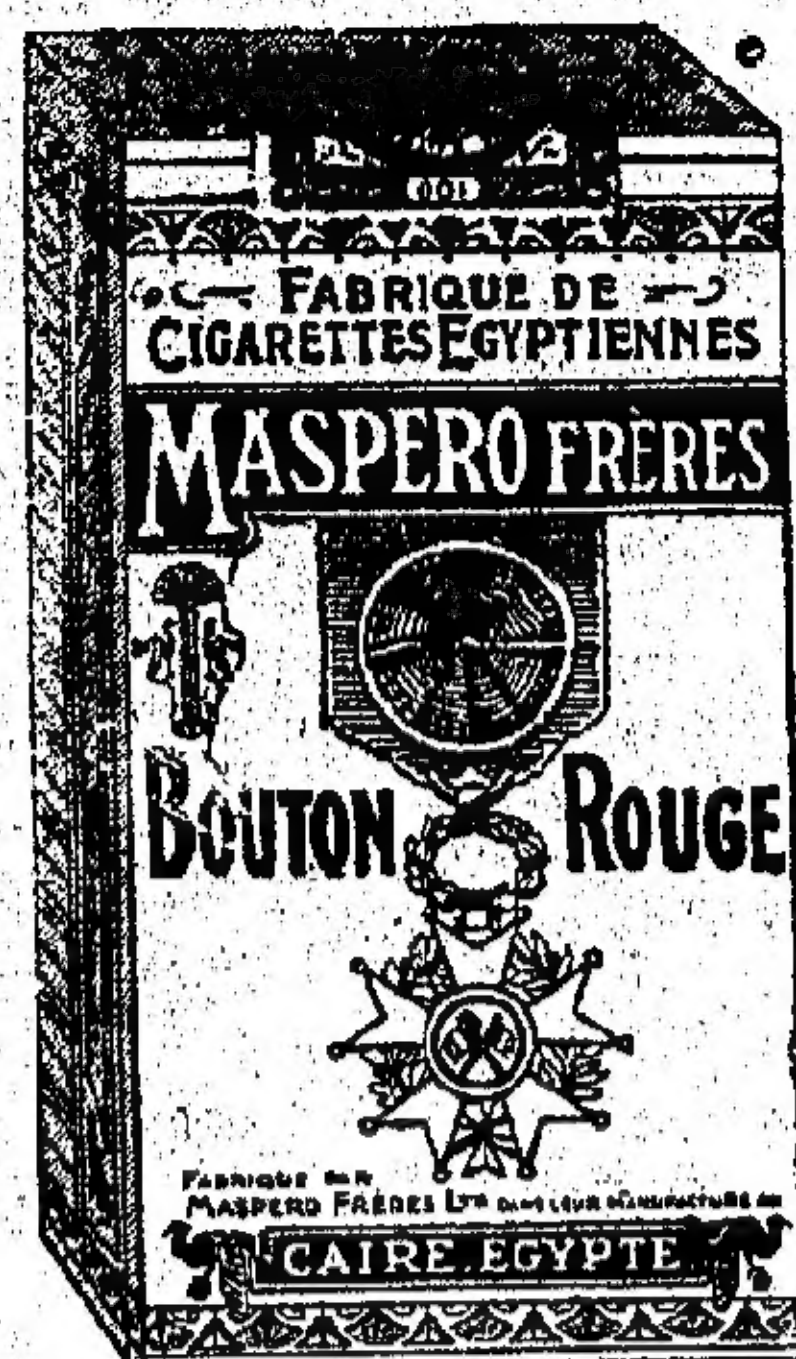
2. Also the Welsbach Karosene Incandescent Lamp gives the highest results with the lowest consumption.

3. Every description of Gas Fittings, Heating and Cooking Stoves, Oil Incandescent Lamps, Oil Cooking Stoves and Accessories, can be seen at the Show-rooms.

14, Des Voeux Road, Central, Hong Kong.  
(Sole Agents for The Welsbach Incandescent Gas Light Coy., Ltd., London.)

CLEARING OUT STOCK OF MANTLES AND FITTINGS AT CUT PRICES. [73]

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HERMETICALLY SEALED BOXES

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NATURAL MILK.**A trial of which will satisfy you of its  
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NAM HING LOON, Queen's Road Central.  
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HONGKONG CO-OPERATIVE SOCIETY,  
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BEST BEER.Used by the Royal House of Holland  
since 1894.

Used by the leading Hospitals in Hongkong.

SOLE AGENTS:

**H. PRICE & CO., LTD.,**12, QUEEN'S ROAD, CENTRAL,  
HONGKONG.

TO-DAY  
9.15 P.M.—Hippodrome Circus at Causeway Bay.

## FORTHCOMING EVENTS.

Saturday, 15th July—Extraordinary General Meeting of the National Bank of China, Ltd., 12.30 P.M.

Thursday, 20th July—Lecture on Christian Science by W. D. McCrackan, M.A., C.S.B., at Theatre Royal, 6 P.M.

Tuesday, 8th Aug.—Ninetieth Ordinary Half-Yearly Meeting of H. C. and M. Steamboat Co., Ltd., Noon.

## PRINTING

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